Item #7: Discussion California Transportation Assessment (AB 285): Update on Stakeholder Engagement Process

June 28, 2022



Stakeholder Engagement Overview

Overall Engagement Summary

Activity	Engagement
Formal Comment Letters Received	9
Presentations at Public Meetings	5
Public Webinar Registrations	106
Survey Responses	61
Focus Groups	7
Work Session Participants	119

Includes individual and organizational engagement, from February 2022 – June 2022

Overview of Individual Engagement

Regions*	#
Bay Area	42
Central Coast	13
Coastal SoCal	33
Greater	
Sacramento	21
Inland Empire	7
National	6
North State	16
San Diego	11
San Joaquin Valley	25
State	84
Unidentified	28
Grand Total	286

Roles	#
Advocacy	65
Education	9
Federal Government	1
Legislative	3
Local Government	76
MPO/COG	38
Private Individual	56
State Government	34
Tribal	4
Grand Total	286

^{*}Followed CERF Regions, but several CERF regions have been combined

Note: These numbers do NOT include all attendees of public meetings or presentations.



Summary of potential actions and challenges raised by stakeholders during the outreach and engagement process

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1. Community reinvestment and revitalization

Proposed actions by stakeholders:

- Accelerate infill development through infrastructure investment in climate smart zones in all regions of the State.
- Create a partnership where the region/MPO identifies current/future low VMT areas, the State provides financial incentives such as TIF tools, and local governments opt-in to secure access to tools and funding.





1. Community reinvestment and revitalization

Opportunities

- Builds on the Administration's climate/housing vision.
- Allows for flexibility for different communities to revitalize in their unique way.

- Could obligate the State to backfill forgone local government revenue from TIF.
- Some may see greater MPO involvement in land use as a threat to local control.
- Others may argue this is still only an advisory and planning role for MPOs and misses the opportunity for MPO to have a larger role in land use
- The lack of a consistent definition for infill may mean some places do not benefit – and/or could push growth into areas that are not consistent with State goals.

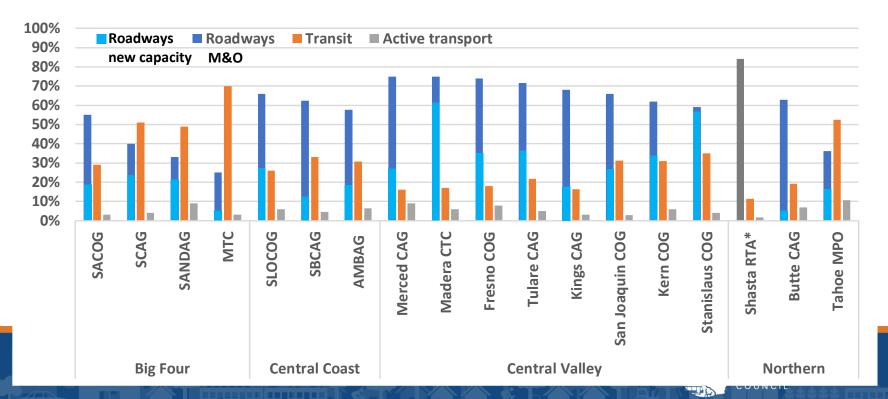


2. Implementing regional plans and tracking progress

• Provide MPOs with additional flexible funding (with clear guardrails to ensure alignment with State goals) to support SCS/RTP implementation.

• Establish a new requirement for MPOs to track progress towards plan implementation by regularly reporting on programmed expenditures and

other actions.



2. Implementing regional plans and tracking progress

Opportunities

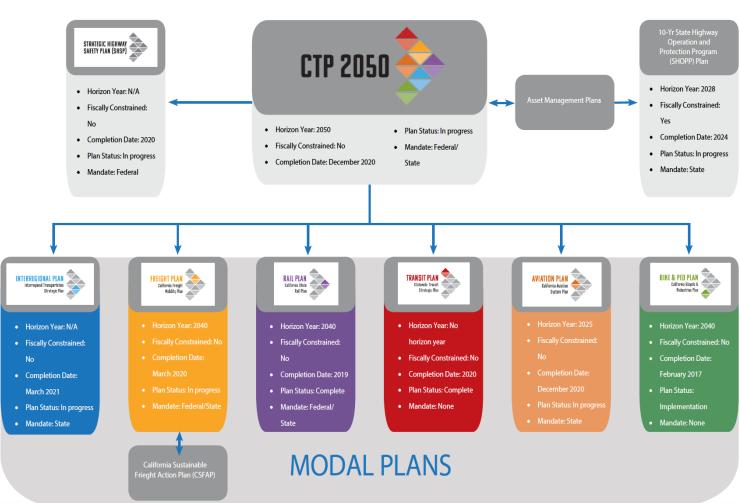
- Builds on REAP 2.0 and provides \$ for hard to implement land use strategies.
- Guaranteed funding is helpful esp. for smaller regions who have a harder time with competitive funds.
- If the State changes the CTP there is an opportunity to further link the CTP with the RTP and clarify State + regional roles to reduce GHG.

- More flexible funding may not be needed as many existing programs fund many modes.
- Unless guardrails are clear, addt'l flexible funding may lead to investments that are not in line with State goals.
- Any new reporting/planning may take away from the real need which is implementation.
- The State may want to streamline the extensive review process with CARB first and/or quantify its own GHG reduction actions before asking MPOs to track more.



3. Aligning, simplifying, and implementing State transportation plans

- Restructure the CTP to be the single, comprehensive State vision for transportation (+ clarity & conciseness).
- Make CTP inclusive of all modal plans.
- Add gap analysis to CTP (i.e., what it will take to achieve its goals and gap between State and regional plans).
- Add implementation levers and details on actions.





3. Aligning, simplifying, and implementing State transportation plans

Opportunities

- Caltrans has already begun modifying the CTP and aligning the CTP with its six modal plans.
- Caltrans has drafted an implementation plan for CTP 2050 and is working to move forward on key actions included within.

- Many changes to the CTP may require authorization from the Legislature.
- Producing a gap analysis may be technically challenging and will add cost and complexity to developing the CTP.
- A gap analysis may lead to difficult conversations such as the fiscal implication of ZEVs, equitable road pricing, and how some regional projects undermine GHG goals.
- Adding a gap analysis may rely on imperfect models.



4. Transportation pricing

- Accelerate State leadership to enable regional implementation of various transport pricing strategies (roads, transit, parking, micro mobility).
- Re-balance cost of transportation to encourage sustainable and more equitable modes.
- Ensure design of pricing system addresses multiple issues:
 - Revenue (gas tax replacement),
 - Climate commitments (VMT/GHG),
 - System management/operations,
 - Equity impacts.





4. Transportation pricing

Opportunities

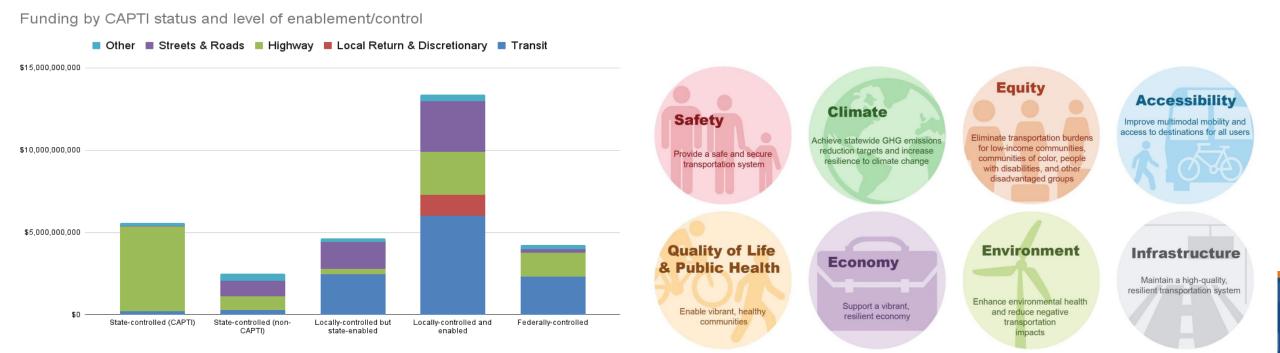
- Pricing was part of CAPTI and there is an existing road user charge workgroup.
- Several regions have pricing in their adopted RTPs/SCSs.
- There's growing awareness of the fiscal unsustainability of the gas tax + how pricing is effective to manage/change travel behavior.

- Pricing may feel punitive for drivers if not designed well (incl. accounting for equity), especially at a time of high gas prices.
- Educating the public about the tradeoffs and options is critical to success as pricing is a change for people accustomed to "freeways".
- The various reasons for needing changes to road/travel pricing may not yet be clearly understood (i.e., gas tax revenue replacement, system management, & behavior shift needed because of climate commitments).



5. State funding programs, investment, & goal alignment

- Clarify and codify a consistent set of State goals and priorities for transportation expenditures, as well as ways of measuring them.
- Rewrite statutes to align transportation funding program criteria with goals.
- Make it easier for applicants to access funds (i.e., single application, program consolidation, more certain funding for projects that meet multiple goals).
- Increase State investment in transit (incl. operations) and active transportation.



5. State funding programs, investment, & goal alignment

Opportunities

- CAPTI already started the process of re-evaluation of State discretionary programs to align with climate goals.
- CTC is updating guidelines to implement equity and CAPTI.
- There are increasing examples of regional/local alignment of investments towards State priorities (e.g., more transit/transit priority, integrated planning, etc.).

- Prioritization among goals may be difficult to get to consensus.
- May need better info on how all current funding programs impact VMT and GHG.
- Consolidating programs or having a single application undermines goals of program variety.
- Shifting funding may not recognize distinct needs of diff areas (fast-growing areas with less infrastructure, smaller/rural areas with fewer resources).
- Shifting funding may create perception of winners/losers and zero sum. Diff approach is to increase multimodal funding first.



6. Project pipeline, delivery and description

- Formalize a process (w/ all levels of gov't) to reevaluate and reimagine projects in the pipeline that do not align well with current state goals.
- Prioritize funding for projects based on their level of alignment with current policy goals as articulated in CAPTI and the CTP.
- Streamline project delivery and establish a more robust mitigation process.
- Standardize project descriptions to enable comparisons across regions.



6. Project pipeline, delivery and description

Opportunities

- More options exist today to respond to 'congestion' than when projects proposed (e.g., dedicated lanes, pricing).
- Some pipeline projects not moving forward (e.g., 710).
- Broad support for streamlining.
- Currently a SB 743 work group looking into mitigation.
- Can build on SB 1 and other reporting mandates.

- Significant support and sunk costs exist for projects w/ years in pipeline. Reevaluation may feel like reversal of commitments.
- Reimagining pipeline could harm future voter support for transportation sales taxes.
- Re-eval may be better done through programs (i.e., TIRCP), not eval actual projects.
- Some argue backlog /pipeline may exist because of insufficient State funding in prior decades.
- More detailed project info may not clarify for the public given other reporting requirements.



7. Institutional reform

- Establish clear roles for the different State transportation institutions.
- Revise planning processes to give MPOs clearer roles in project approvals.

















7. Institutional reform

Opportunities

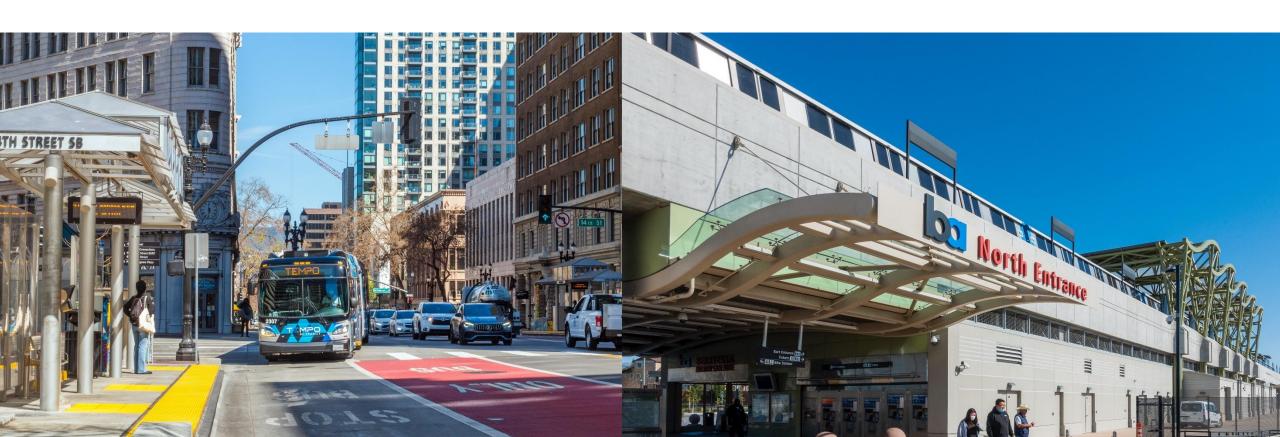
- There has been significant change in the composition of the CTC in recent years and new commissioners may identify opportunities to improve or modify the institutional structure.
- There is growing awareness that we are not on track to meet targets.
 Leads to opportunity to question what might change among institutions to get to better outcomes.

- Each institution was designed to address some particular problem so any change may upset that political resolution while also threatening that institution's authority.
- Many benefit from the status quo and current allocation of authorities and roles and may not want larger role for MPOs and/or a specific state agency.
- Improving the alignment between State agencies may not be effective if results from addition of new agency reviews.



8. Multimodal system integration and user experience

- Ensure travelers can seamlessly navigate easily across multiple modes and payment systems (i.e., implement Cal ITP + regional fare integration).
- Establish specific State programs and funding for transit stations/stops.



8. Multimodal system integration and user experience

Opportunities

- Billions in new State/federal investment transportation creates opportunity to better coordinate and ensure funds are well spent.
- State leadership of Cal-ITP represents forward movement and groundwork for more consistent fares and payment systems across operators.
- Active transport programs
 oversubscribed because demand is
 strong for multimodal projects.

- State/regional plans rely on transit for VMT reduction yet transit ridership and revenue face threat due to remote work/COVID.
- Many regions have limited to no transit today and in more auto dependent areas, even significant investment in mitigation may not be enough to offset VMT impacts of road projects. Yet often have higher VMT bc of legacy land use and/or lack of services.
- Some transit operators have sunk billions into existing fare payment systems and may not support new systems they view as disruptive.



Discussion Questions

- What are your reactions to and takeaways from the material presented here?
- Are there any particular actions raised by stakeholders that your agency is already working on or implementing?
- Which of the issues and potential actions raised by stakeholders align with your agency's priorities?

